

3. BACKGROUND CONDITIONS

This chapter discusses the operations of the key intersections under Background Conditions. Background Conditions are defined as conditions prior to completion of the proposed development and serve as the basis to identify project impacts. Traffic volumes for Background Conditions comprise existing volumes plus traffic generated by approved developments in the area. The results of the level of service analysis for Background Conditions are presented in this chapter.

BACKGROUND TRAFFIC ESTIMATES

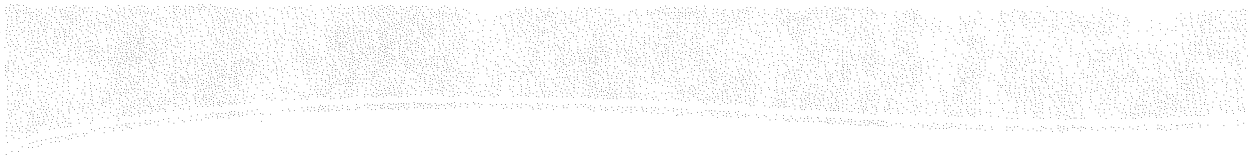
Traffic volumes for Background Conditions were estimated by adding existing volumes and traffic generated by approved but not yet constructed and occupied developments in the study area.

The list of approved projects, presented in Appendix C, was developed with input from City of Morgan Hill Planning staff. The traffic from the approved developments was obtained from traffic impact reports prepared for each development, or estimated with ITE trip generation rates and standard engineering practice. The trips associated with each development were then assigned to the roadway network based on the relative locations of complementary land uses and existing and estimated future travel patterns. Figure 7 illustrates the traffic volumes at the key intersections under Background Conditions.

BACKGROUND INTERSECTION LEVELS OF SERVICE

Intersection level of service calculations were conducted to evaluate the operating levels of the key intersections under Background Conditions. The results of the intersection level of service analysis for the key intersections are presented in Table 6. Appendix B contains the corresponding LOS calculation sheets.

The intersection of Dunne Avenue and Monterey Road is projected to degrade to LOS D, an unacceptable level, during the PM peak hour under Background Conditions. The remaining intersections are projected to operate at acceptable levels (LOS D+ or better for non-freeway and LOS E for freeway intersections) during each peak hour period.



WILSON, J. G. (1964)

1. The first part of the paper is devoted to a discussion of the general principles of the method of moments. It is shown that the method of moments is a special case of the method of maximum likelihood, and that it is a consistent and efficient estimator of the parameters of a distribution.

2. THE METHOD OF MOMENTS

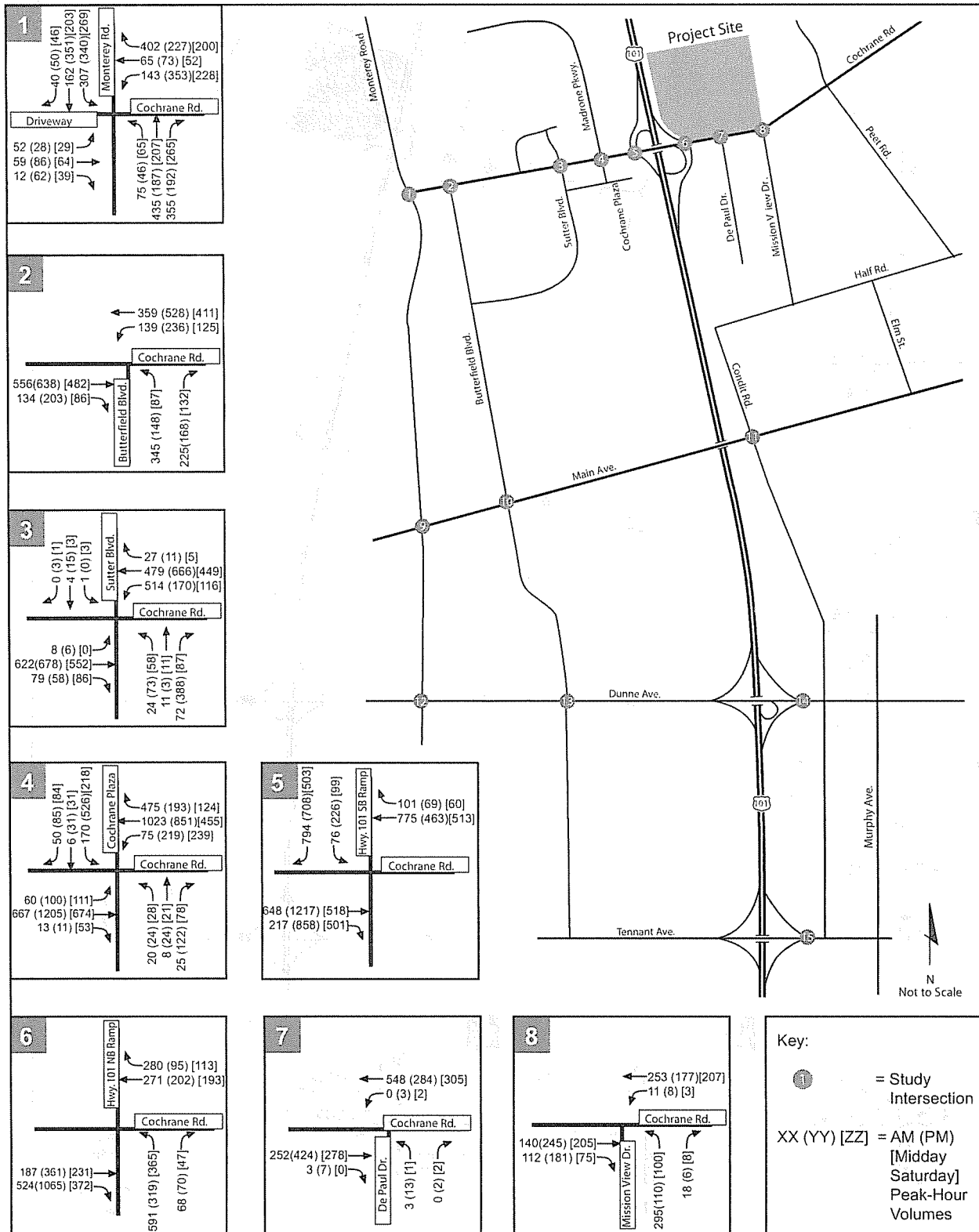
The method of moments is a simple and powerful technique for estimating the parameters of a distribution. It is based on the fact that the moments of a distribution are functions of its parameters. By equating the sample moments to the theoretical moments, the parameters can be estimated. The method of moments is particularly useful for distributions that are not too complex, and for which the moments are easy to calculate.

3. CONCLUSION

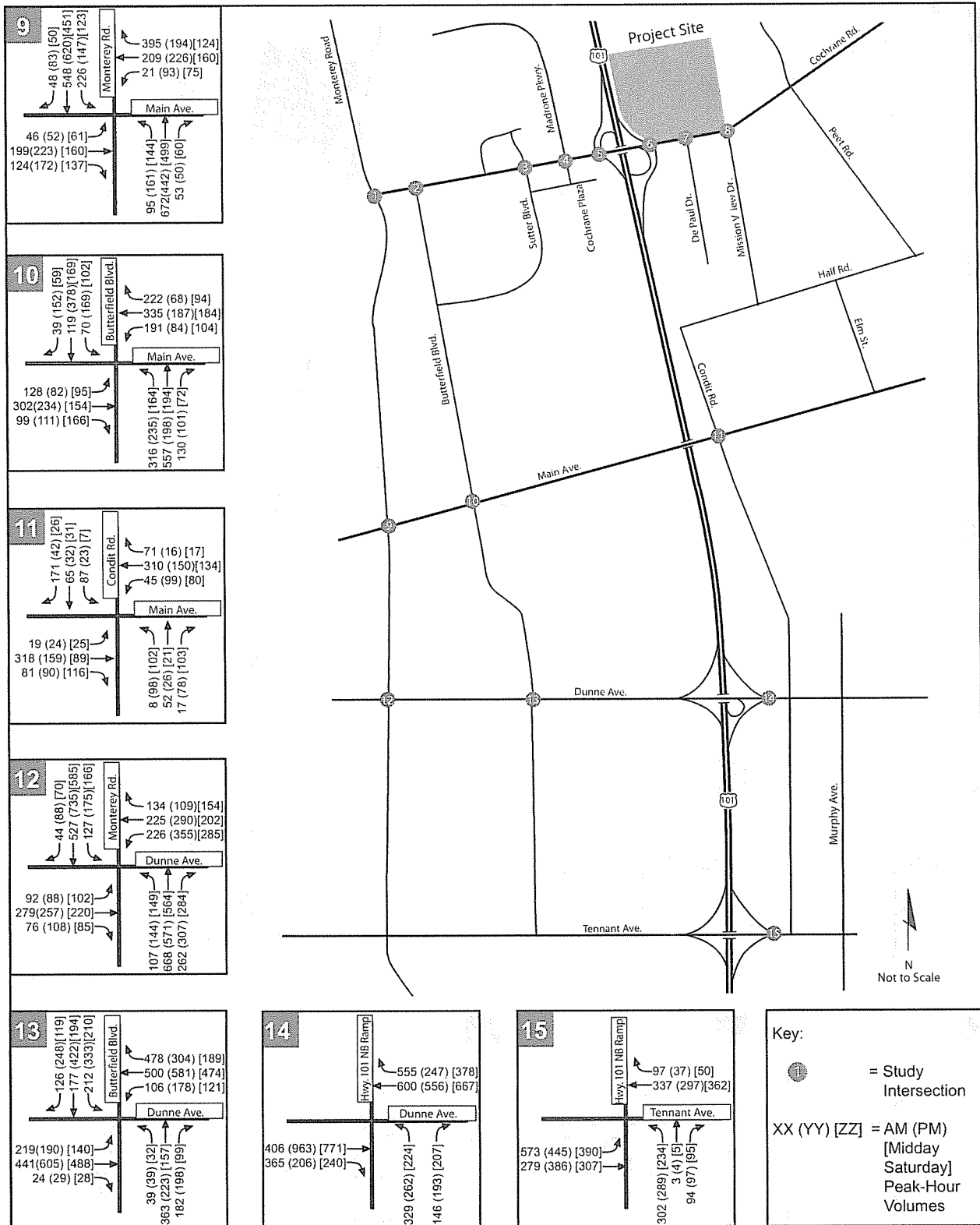
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WILSON, J. G.
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Cochrane Rd PUD



Cochrane Rd PUD

**TABLE 6
BACKGROUND INTERSECTION LEVELS OF SERVICE**

Intersection	Peak Hour ¹	Intersection Control	Delay ²	LOS ³
1. Cochrane Road/Monterey Road	AM PM SAT	Signal	20.5 25.7 24.4	C+ C C
2. Cochrane Road/Butterfield Boulevard	AM PM SAT	Signal	13.2 12.3 10.9	B B B+
3. Cochrane Road/Sutter Boulevard	AM PM SAT	Signal	20.6 15.4 13.6	C+ B B
4. Cochrane Road/Cochrane Plaza	AM PM SAT	Signal	18.7 28.1 23.4	B- C C
5. Cochrane Road/Southbound US 101 Ramp	AM PM SAT	Signal	13.3 14.6 19.9	B B B-
6. Cochrane Road/Northbound US 101 Ramp	AM PM SAT	Signal	11.3 10.9 10.8	B+ B+ B+
7. Cochrane Road/DePaul Drive	AM PM SAT	Stop Sign	12.0 12.6 11.2	B B B
8. Cochrane Road/Mission View Drive	AM PM SAT	Stop Sign	16.9 12.7 12.3	C B B
9. Main Avenue/Monterey Road	AM PM SAT	Signal	27.8 24.3 22.0	C C C+
10. Main Avenue/Butterfield Boulevard	AM PM SAT	Signal	38.2 37.5 31.9	D+ D+ C
11. Main Avenue/Condit Road	AM PM SAT	Signal	12.3 9.8 9.9	B A A
12. Dunne Avenue/Monterey Road	AM PM SAT	Signal	37.9 39.5 30.9	D+ D C
13. Dunne Avenue/Butterfield Boulevard	AM PM SAT	Signal	35.3 37.6 30.3	D+ D+ C
14. Dunne Avenue/ Northbound US 101 Ramp	AM PM SAT	Signal	15.5 12.8 9.9	B B A
15. Tennant Avenue/Northbound US 101 Ramp	AM PM SAT	Signal	25.5 22.0 19.9	C C+ B-
<p>Notes:</p> <p>¹ AM = Morning peak-hour, PM = Evening peak-hour, SAT = Saturday midday peak-hour.</p> <p>² Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections using methodology described in the <i>2000 Highway Capacity Manual</i>, with adjusted saturation flow rates to reflect Santa Clara County Conditions. For two-way stop controlled unsignalized intersections, total control delay for the worst movement/approach, expressed in seconds per vehicle, is presented. LOS calculations conducted using the TRAFFIX level of service analysis software package.</p> <p>³ LOS = Level of service</p>				

1. The first part of the document is a list of names and addresses of the members of the committee. The names are listed in alphabetical order, and the addresses are listed below each name. The list includes the names of the members of the committee, the names of the members of the sub-committee, and the names of the members of the advisory committee.

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